(c) the reasons for not linking Gorakhpur with Delhi, Mumbai and Kolkata by Shatabdi and Rajdhani Express trains despite this city being the Head Quaters of North Eastern Railway and a major hub of Eastern Uttar Pradesh and North Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL):(a)No,Sir.

(b) and (c) Shatabdi Express are high-speed premium daytime intercity services. These trains leave a particular station in the morning and return back the same evening. Gorakhpur is located about 783 Kms from Delhi and it is not found feasible to introduce Shatabdi type services having the above characteristics.

Rajdhani Express have been introduced to link State capitals with the Union capital. Thus, Linking Gorakhpur which is not a state capital by Rajdhani Express to Delhi, Mumbai and Kolkata falls outside the purview of the above criteria.

Uneconomic rail lines in Orissa

1439. SHRI B. J. PANDA: Will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 271, given in the Rajya Sabha on the 1st March, 2002 and state:

(a) the number of branch lines which are running uneconomically at present and their total length, its percentage in kilometers of the total nation railways network, in; and

(b) how many of them exist in Orissa and the names thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) The length of railway lines is maintained in Route Kilometers (RKMs) and Railway zone-wise and not State-wise. Total number of uneconomic branch lines in 2000-01 was 115. The total length of these lines account for 6965 Route Kilometres equal to 11% of total route Kms.

(b) Information regarding uneconomic branch lines is maintained Railway zone-wise and not State-wise.